

The New York Times

MID-WEEK PICTORIAL



On the Lookout in Crete

An islander keeping watch from a headland in Crete for the arrival of war vessels of either the Allies or King Constantine, during the recent Cretean revolution
(© Underwood & Underwood.)



SOILED CLOTHES OF ITALIAN SOLDIERS ARRIVING IN AN ITALIAN TOWN TO BE WASHED, DISINFECTED, AND REPAIRED.

All Italy Helps to Serve the "Most Economic Army"

By Walter Littlefield

THE secret of how Italy is conducting her part of the war on less than \$5,000,000 a day is to be found primarily in the intense patriotism and natural frugality of her people rather than in her economic reorganization. It will be recalled that the railway men who worked day and night to mobilize the army in the first days of May, 1915, would accept no payment for their extra labor; that in the preceding weeks the dockers at Genoa threatened to strike, not for higher wages and shorter hours, but because they feared that the cargoes they were unloading might be destined for Germany and Austria. Today these dock laborers receive \$5 a day, but those at Naples, who receive much less, do not envy them on account of the fact that the disproportion in the cost of living about makes up the difference.

At the beginning of the war some



hardships were suffered by the towns of the Adriatic, where coast trade and fishing supported the inhabitants, but most of the men thus forced into idleness were ultimately called to the colors, and those who remained invented various ingenious methods for their support.

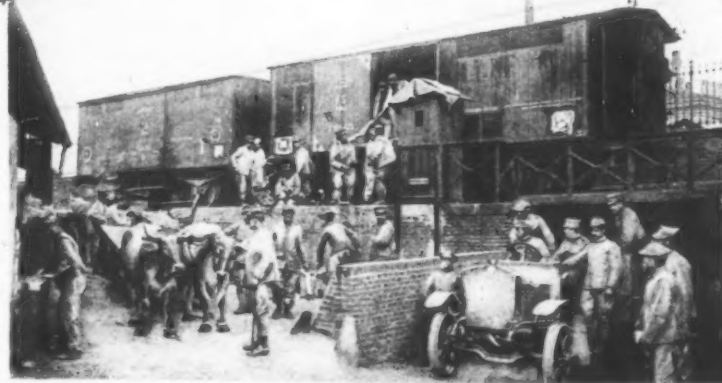
The Italian working classes, both of the cities and the country, are very moderate eaters, their meat diet rarely going beyond chicken and lamb two or three times a week. The climate is conducive to temperance in meat diet. The men live even better in the army, where, besides their rations of meat, bread, flour, coffee, and vegetables every day, they have a draught of light red or white wine. This last makes it unnecessary for the soldier to spend his "soldi" at the taverns. Often he saves the few cents a day he receives from the Government, sending them each



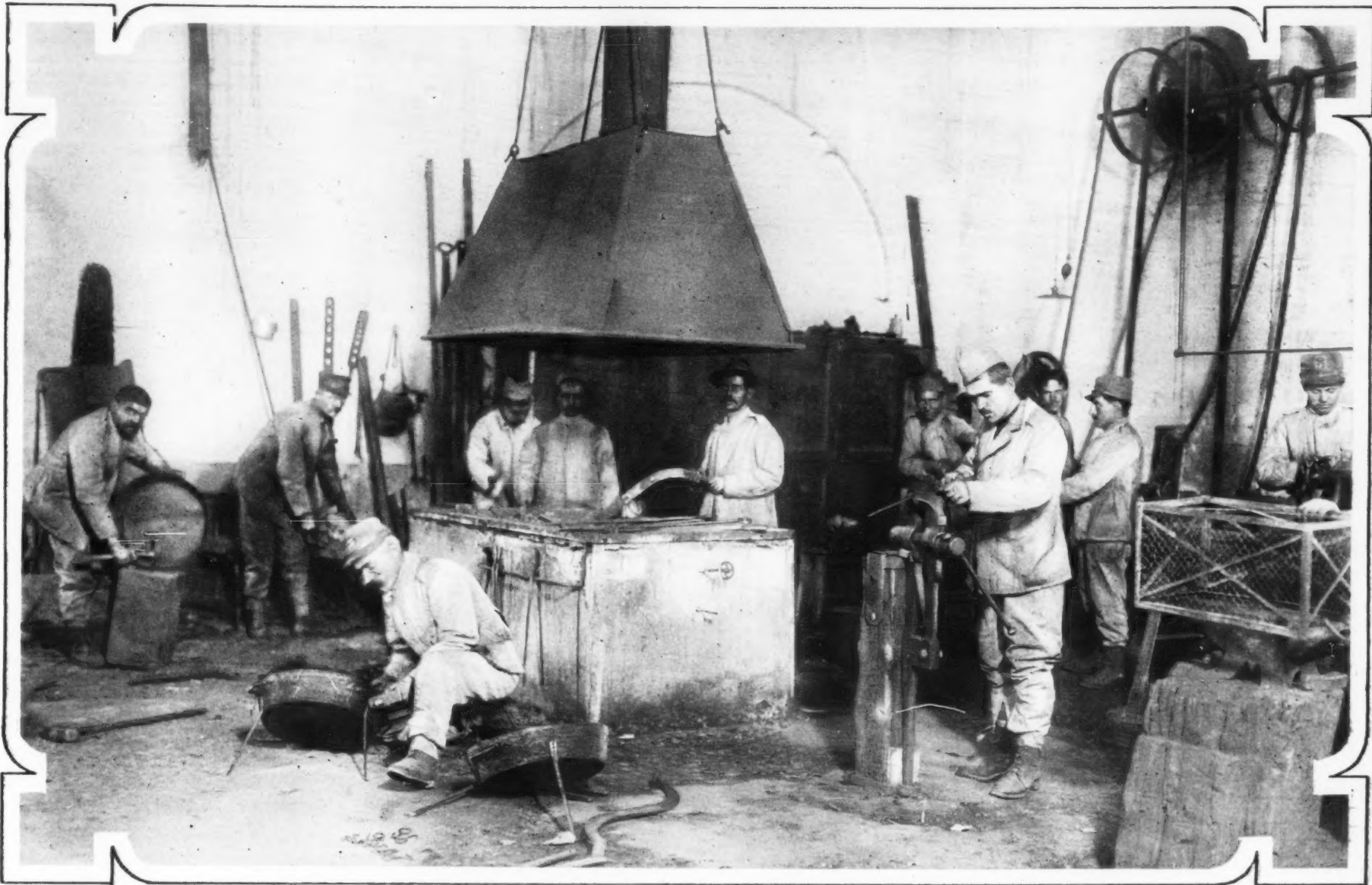
ITALIAN CIVILIANS AIDING IN THE WORK OF SORTING AND REPAIRING THE SOLDIERS' UNIFORMS.

ITALIAN
WOMEN
MAKING
BEDCLOTHES
FOR THE
SOLDIERS
AT THE
FRONT.

(Photos in this article by Underwood & Underwood.)



IN A TOWN OF NORTHERN ITALY; LOADING WAGONS WITH FRESH PROVISIONS, SENT TO THE ARMY DAILY.



ONE OF THE MANY SHOPS IN THE VILLAGES OF NORTH ITALY WHERE CANTEENS AND COOKING UTENSILS ARE REPAIRED FOR REISSUE TO THE ARMY.

week to his wife, sister, or mother who is keeping up the farm or shop at home. Many families of the poorer classes are much better off than they were before the war, for after the stagnation in certain industries in the early Summer of 1915 there was soon work enough for all, including, in certain cases, Government clothing and rations.

Of Italy's total female population of working age, 9,000,000, nearly 5,000,000 were in occupations before the war, and of these nearly 2,000,000 were engaged in industry proper. To this number war industries have added 150,000.

This does not include the voluntary workers of the better class who have patriotically left good homes for Government workshops, where they receive no wages, but are carefully fed and lodged by the authorities.

The war industries, however, are not apparent in the southern or central sections. But in the north, aside from the great military training grounds in the vicinity of Milan and Turin, many cities have been transformed outwardly as well as inwardly, so that neither their historic buildings nor their life would be recognized by the tourist of a few years ago.

This is particularly true of the cities

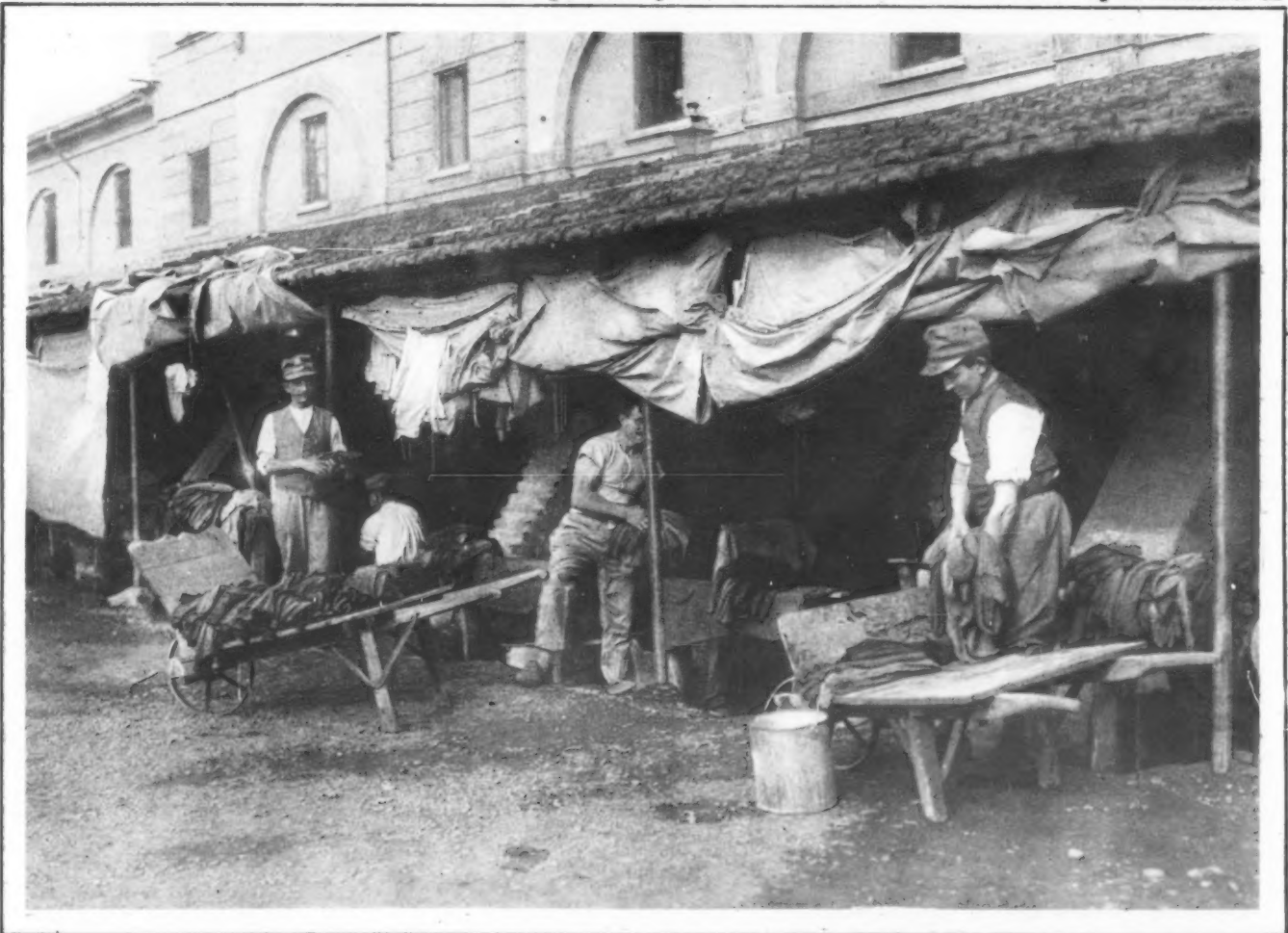
of the great Quadrilateral—Mantua, Peschiera, Verona, and Legnago—a few miles south of the Trentino, and of the cities on the railway lines which run from Vicenza and Padua across to Venice, the great naval repair shop, or to the battle fronts in Friuli or the coastal regions of Gradisca, Gorizia, and the Carso. In these cities are the great repair shops of the Italian Army, which form an organization entirely apart from the factories for munitions and clothing, as they are originally produced. These cities are now armored, to protect not only their historic buildings, with their art treasures, from air raids but their repair industries as

well. For the Italian Army not only refills its lighter shells and repairs its guns and rifles as near the front as possible, but it looks after the health, even the comfort, of the soldier in the same efficient manner. In Italy's army there are today no men with ragged uniforms and soleless shoes, any more than there are those with defective teeth.

Venice is typical of these armored cities where the repairing goes on, and at Venice many former gondoliers are now making more money in the Government shops than they ever did by rowing tourists about the canals and lagoons. From nearly all the hotels fly the flag of the Red Cross. The great Patriarchal Church on the Piazza di San Marco has entirely lost its usual appearance. The bronze horses are gone from the façade, and the arches have been built in with brick and wood. A mass of solid scaffolding has been erected in the interior. Before other edifices with sculptured fronts huge bags of sand lie piled to a height of thirty or forty feet. It is so with Mantua, Verona, and the rest. And at night these cities return to their nocturnal mediaeval past, with oil and tallow replacing electricity. Almost everywhere the Government workers arise with the dawn and shut themselves in their homes at sundown.

Most of the cloth used in the uniform of the Italian soldier comes from England; the shoes come ready made from America, but from South America comes the leather which is to repair the shoes. This, of course, partly accounts for the increase in commerce which gives high wages on the docks of Genoa.

When Italy first entered the war she lacked many things which could not be at once imported, owing to the scarcity of ships. Since then she has purchased many and built many more—more work for idle hands—and, aside from textiles, she now gets abundance of steel and coal from England, returning fruits, vegetables, and even dairy products, which Albion formerly obtained from the Low Countries and Scandinavia.

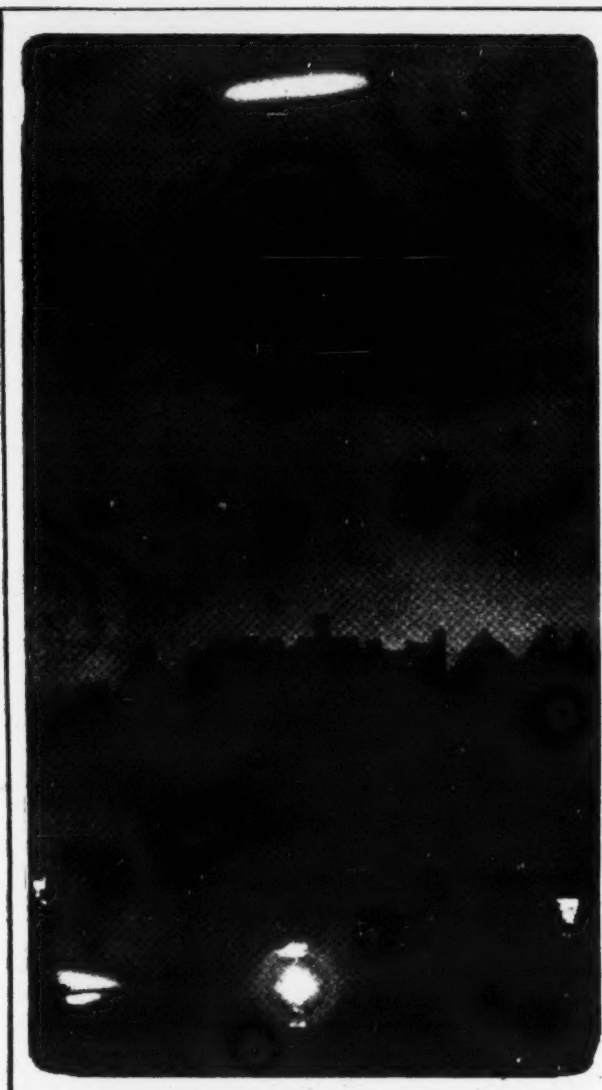


AFTER THE CLOTHING HAS BEEN REPAIRED AND RENOVATED IT IS RETURNED TO THE ARMY, THE REDISTRIBUTION BEING MADE FROM SUCH STATIONS AS THESE.

(Continued on Page 28.)

Seen Step by Step: How They Bagged the

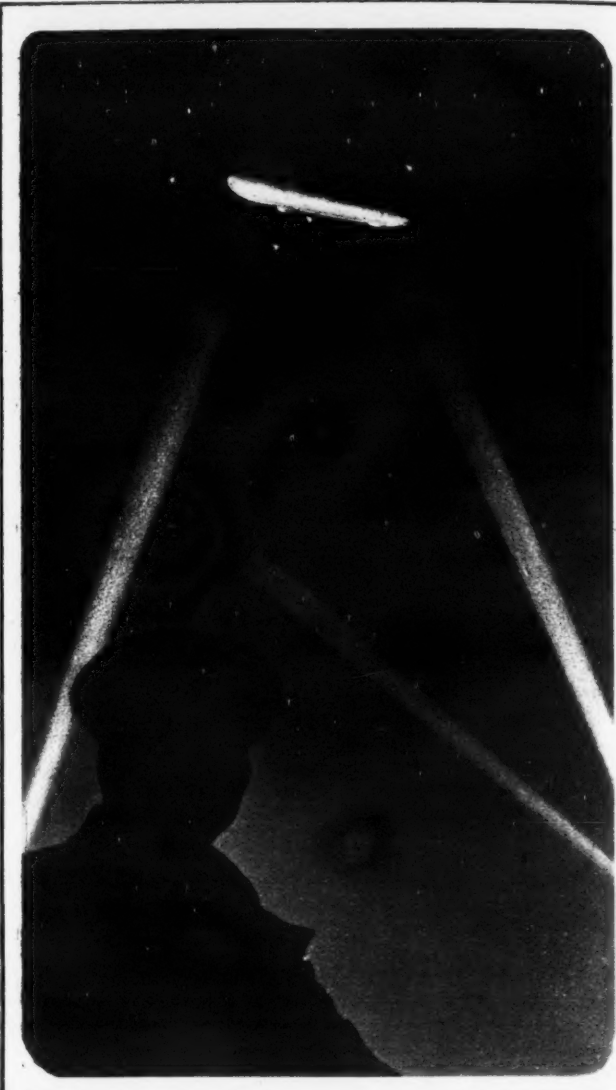
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1. The doomed ship passing over London, before the guns of the air guard at Cuffley brought it down.



2. The visitor is sighted and the searchlights of the air guard begin to play upon it.



3. About 2 in the morning; the rays of the searchlights will not let the Zeppelin escape from them.

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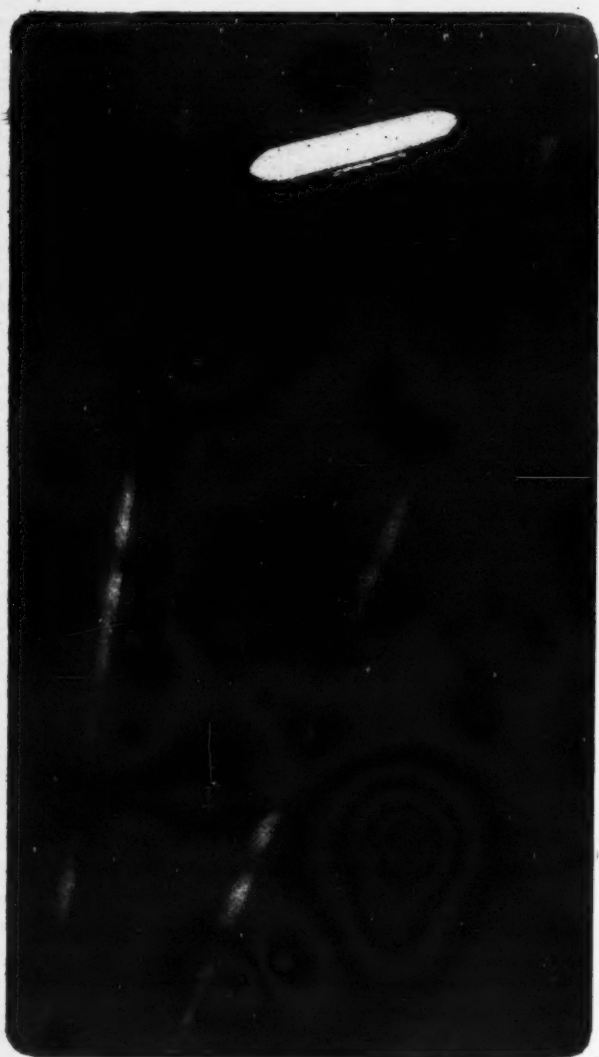
7. Bombarded by shells bursting above and below, the Zeppelin does not know which way to turn.



8. Hit! She begins to fall, as the flame eats its way through gondola and gas bags.

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Zeppelin That Fell at Cuffley, England



4. Three minutes later; the anti-aircraft guns of the air guard have opened fire.



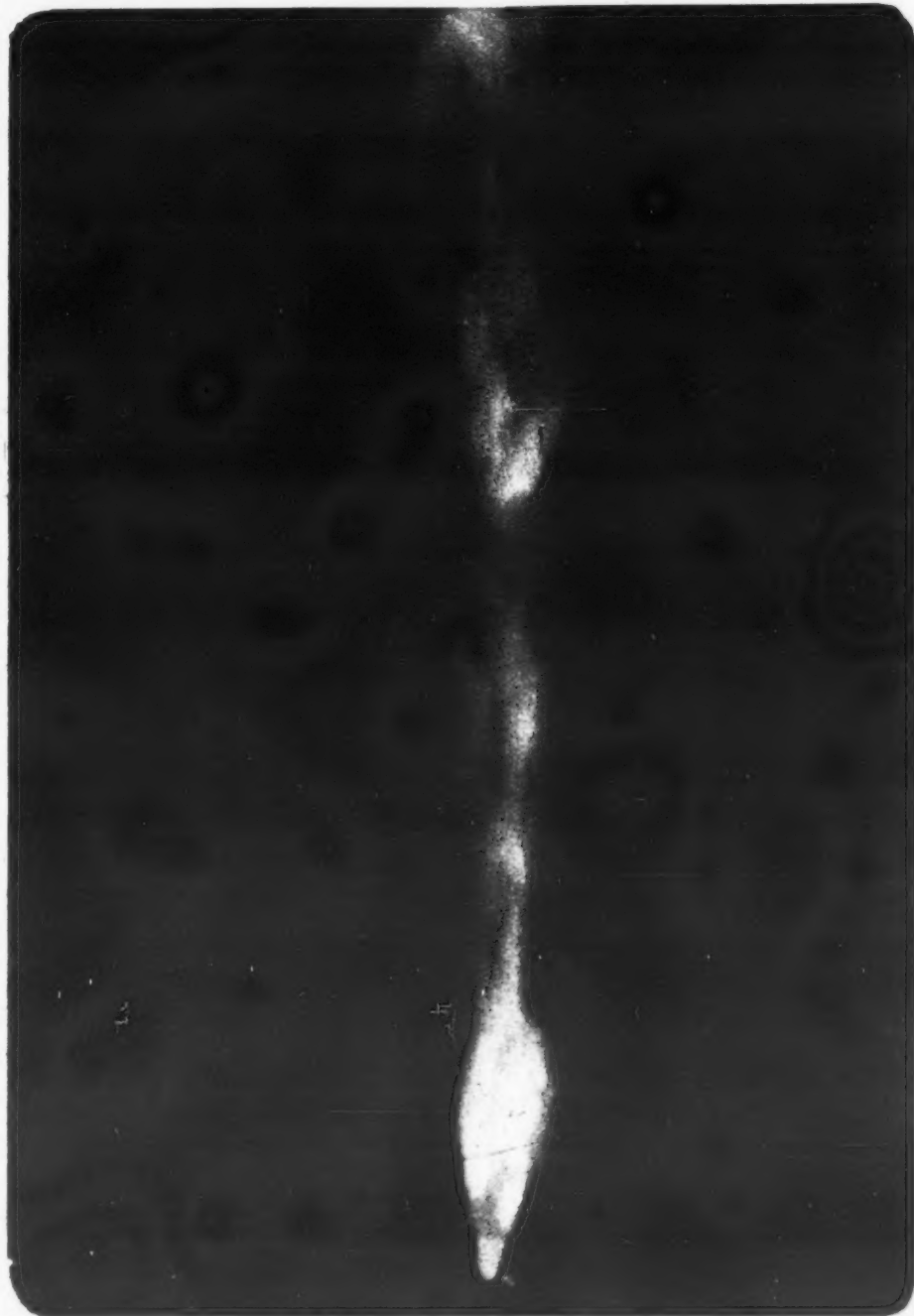
5. After another two minutes; three shells from the earth batteries are seen exploding.



6. The beginning of the end. The huge bag of the visitor has become an easy target for the anti-aircraft gun crews.



9. A moment later; closer to the earth and falling on end, like a flaming meteor.



10. The final rapid dive to destruction at 2:15 A. M. into the fields around Cuffley, a suburb of London. (Central News Photo Service.)

War Paints Busy Pictures in the Villages of the Somme



ONE OF THE LITTLE VILLAGES OF THE SOMME CROWDED, AS THEY ALL ARE, WITH THE ALLIES' COLUMNS OF MEN, MUNITIONS AND SUPPLIES GOING TO THE ALL-DEVOURING "FRONT."
(© American Press Association.)

"The Mud Is Our Worst Foe!" Moving a Heavy Gun on the Somme



BRITISH SOLDIERS TAKING FORWARD A BIG GUN WITH A TWELVE-HORSE TEAM AND THE HELP OF A LINE OF MEN.
(© A. P. A., from Medem.)

BEYOND GORIZIA IN THE SHADOW OF MT. SABOTINA



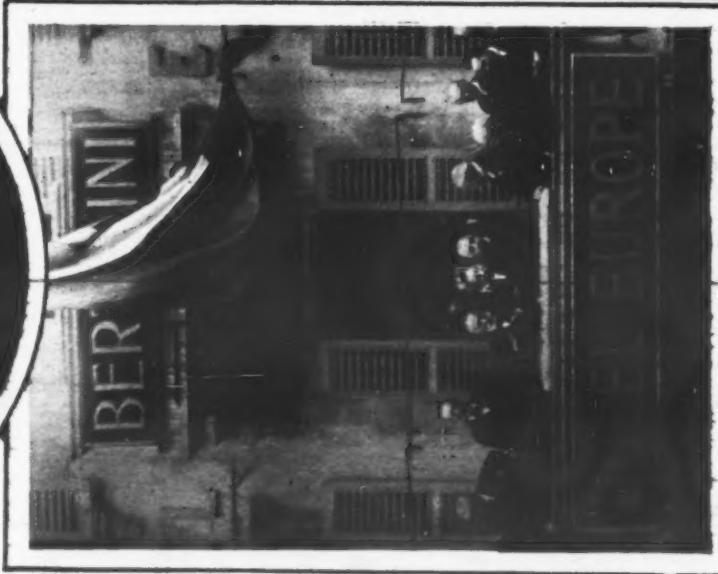
THE VIEW OVERLOOKS THE VALLEY IN WHICH LIES CARINZIA, ONE OF GORIZIA'S SUBURBS; THE POSITION IS DOMINATED BY MT. SABOTINA ON THE LEFT, MT. SANTO AT THE CENTRE, AND MT. GABRIEL ON THE RIGHT—ALL OF WHICH PLACES HAVE BEEN SOAKED WITH ITALIAN AND AUSTRIAN BLOOD IN THE RECENT FIGHTING.

(© International Film Service.)

THE VIEW OVERLOOKS THE VALLEY IN WHICH LIES CARINIGLIA, ONE OF THE SCENIC SPOTS OF THE MOUNTAINS. THE ITALIAN AND AUSTRIAN BLOOD IN THE RECENT FIGHTING. AT THE CENTRE, AND MT. GABRIEL ON THE RIGHT—ALL OF WHICH PLACES HAVE BEEN SOAKED WITH ITALIAN AND AUSTRIAN BLOOD IN THE RECENT FIGHTING.

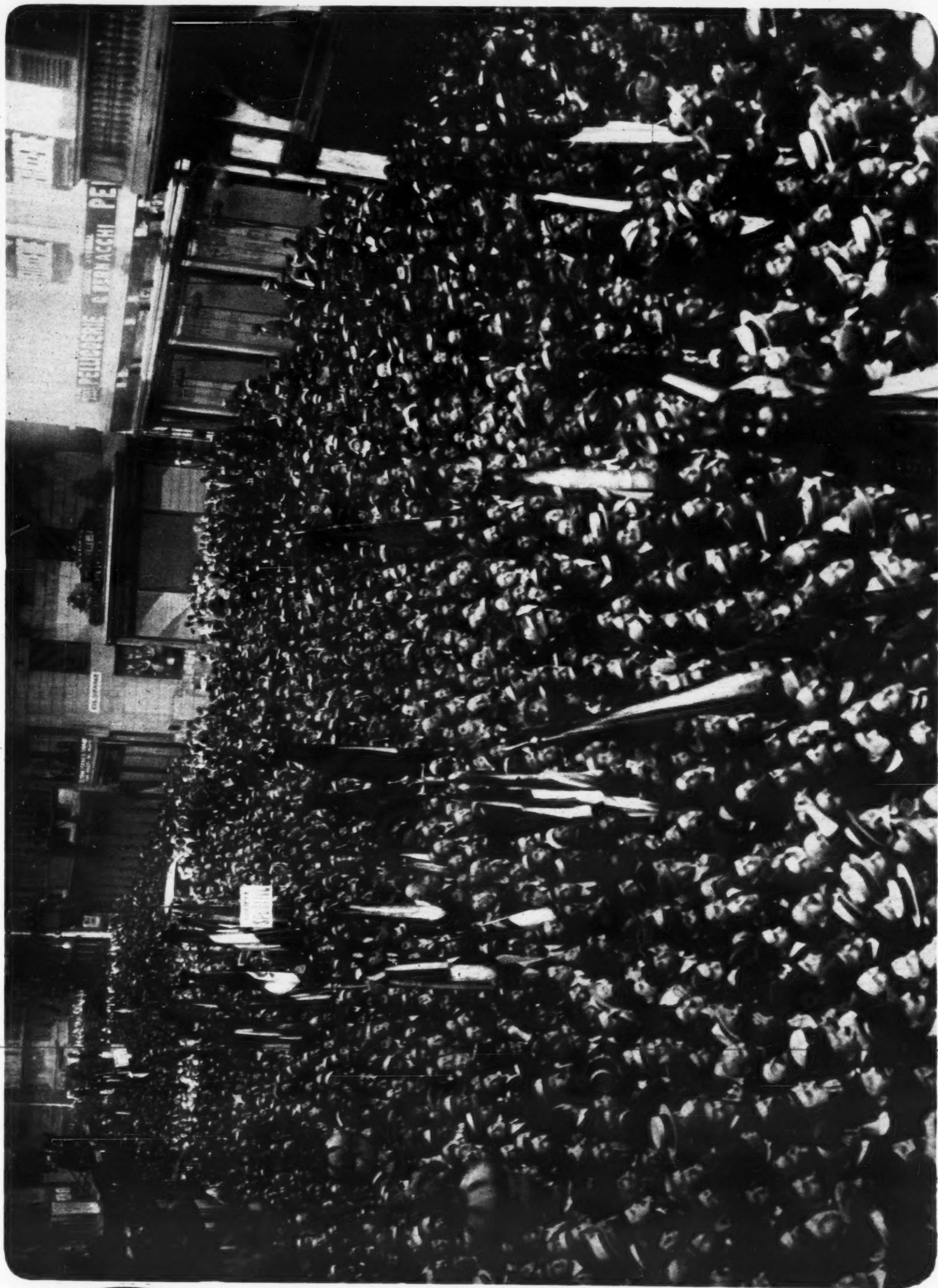
(© International Film Service.)

Italian War Fervor Is Still at Fever Height



That the war enthusiasm of the Italian populace, fanned into patriotic flames by the conquest of Gorizia and the Italian successes on the Carso, has not subsided is aptly shown in these recently arrived photographs from Milan, where the appearance of the Italian Premier, Boselli, on an official errand has been made the occasion for fervid demonstrations of patriotism by Italy's warm-blooded citizens. The three photographs show a good likeness of the Premier (circle, in centre), Mr. Boselli, addressing the populace from a balcony of his hotel (in panel above), and the packed streets below.

(Underwood & Underwood.)



HEROES WHOM THE GERMAN PEOPLE CHERISH

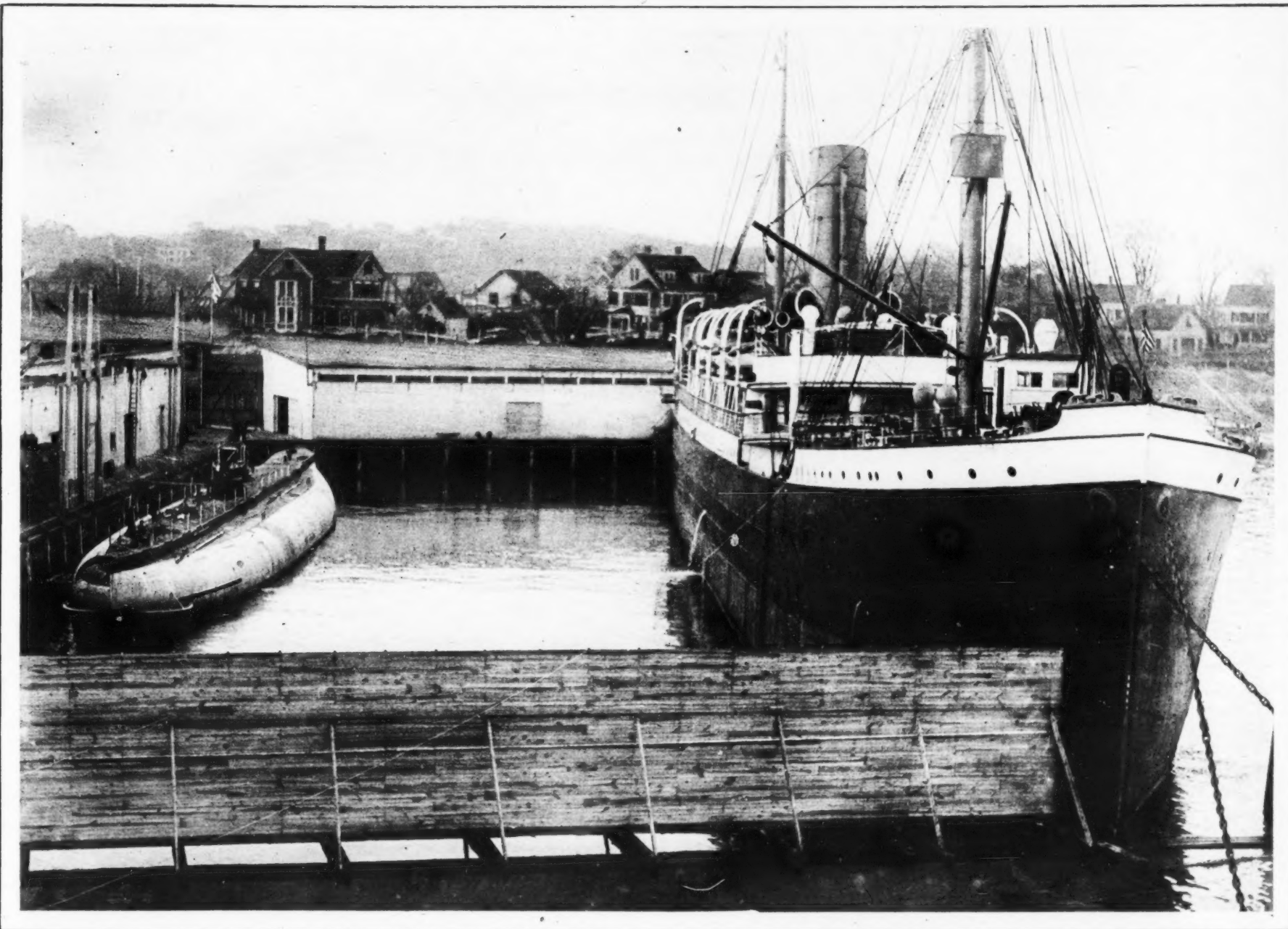


The mother of General von Mackensen of the German Army is here seen holding a photograph of her son, one of the idols of the German people and the recent victor over the Rumanians in Dobrudja.
(© Underwood & Underwood.)



Captain Boelke, the greatest of Germany's war aviators, whose death was officially reported by Berlin a few days ago. Boelke was the most spectacular of the German airmen, having shot down forty aeroplanes of his adversaries before he met his death in an air battle over the Allies' lines.
(© Central News Photo Service.)

THINGS TEUTONIC, HERE AND THERE



The German commercial submarine Deutschland lying at her dock at New London, Connecticut, just after her arrival on her second visit to this country. The

photograph shows how the Deutschland is protected, the German steamship Willehad acting as a wall to close the open side of her dock basin. (© International Film Service.)

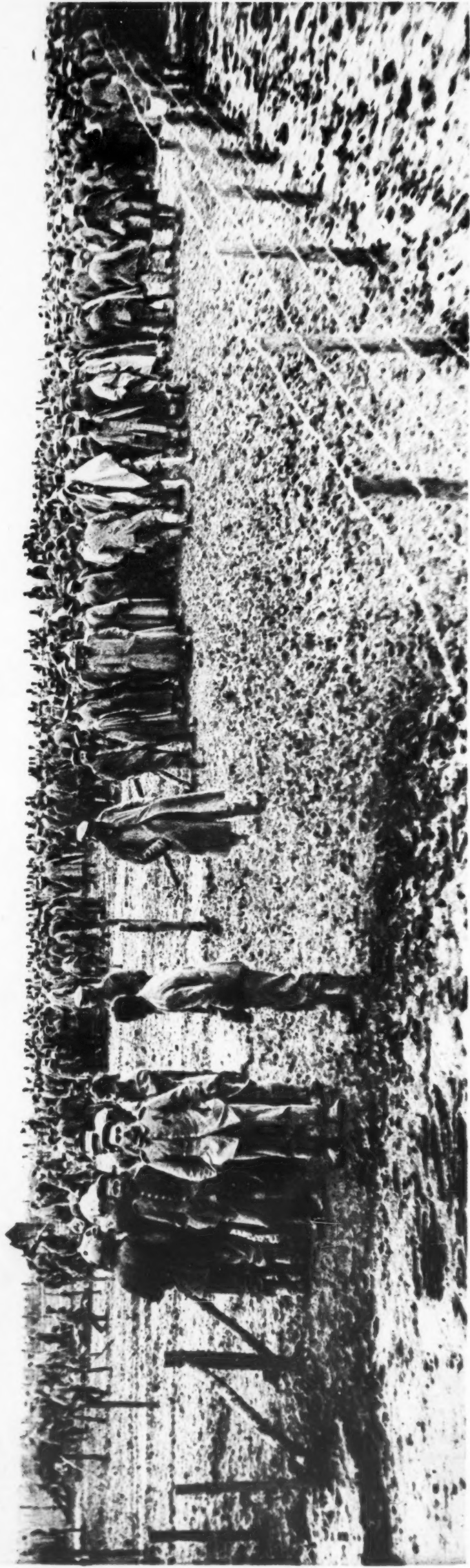


Germany's formidable new anti-aircraft gun which has been instrumental in producing some of the recent heavy losses to Allied aviators on the Western front: it is in principle a huge machine gun (Central News Photo Service.)

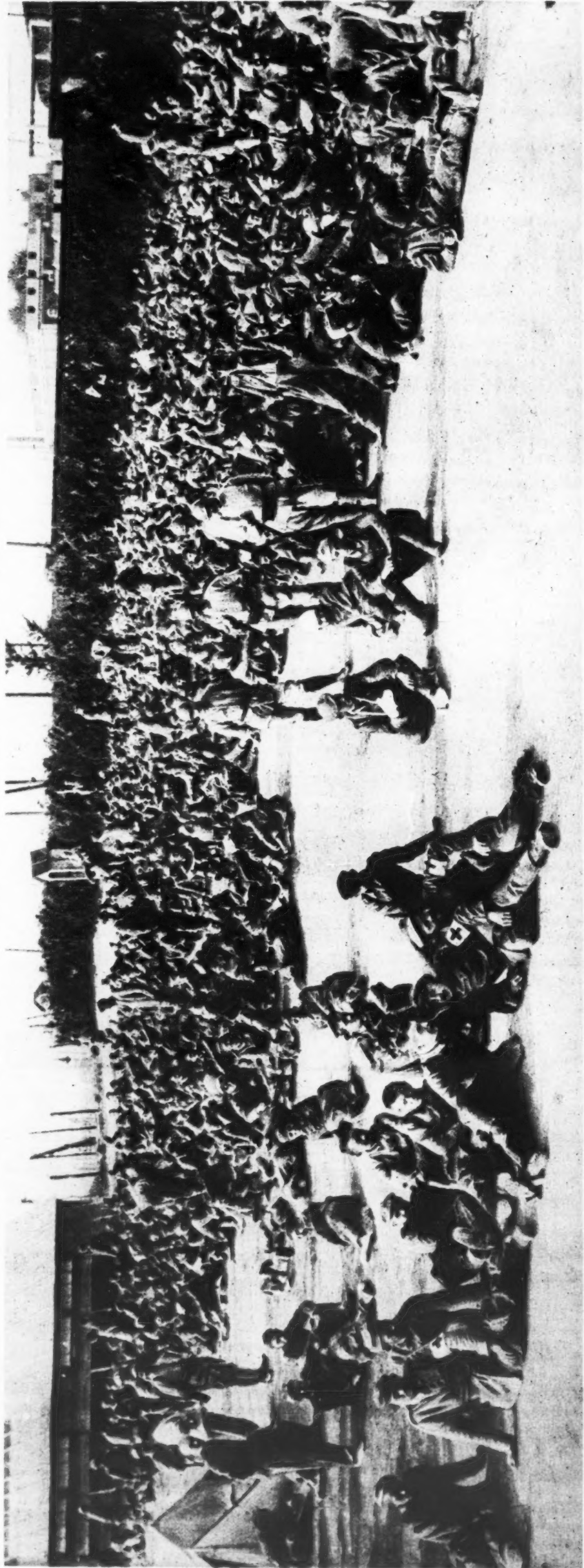


Rabbi Levy, the chief spiritual officer of the Jewish soldiers of the German army. He has on several occasions been mentioned in reports for gallantry in action. He is now with the Teutonic forces in Russia. (Underwood & Underwood.)

IN PRISON PENS THEIR NUMBER GROWS: FIGHTERS LOST TO GERMANY



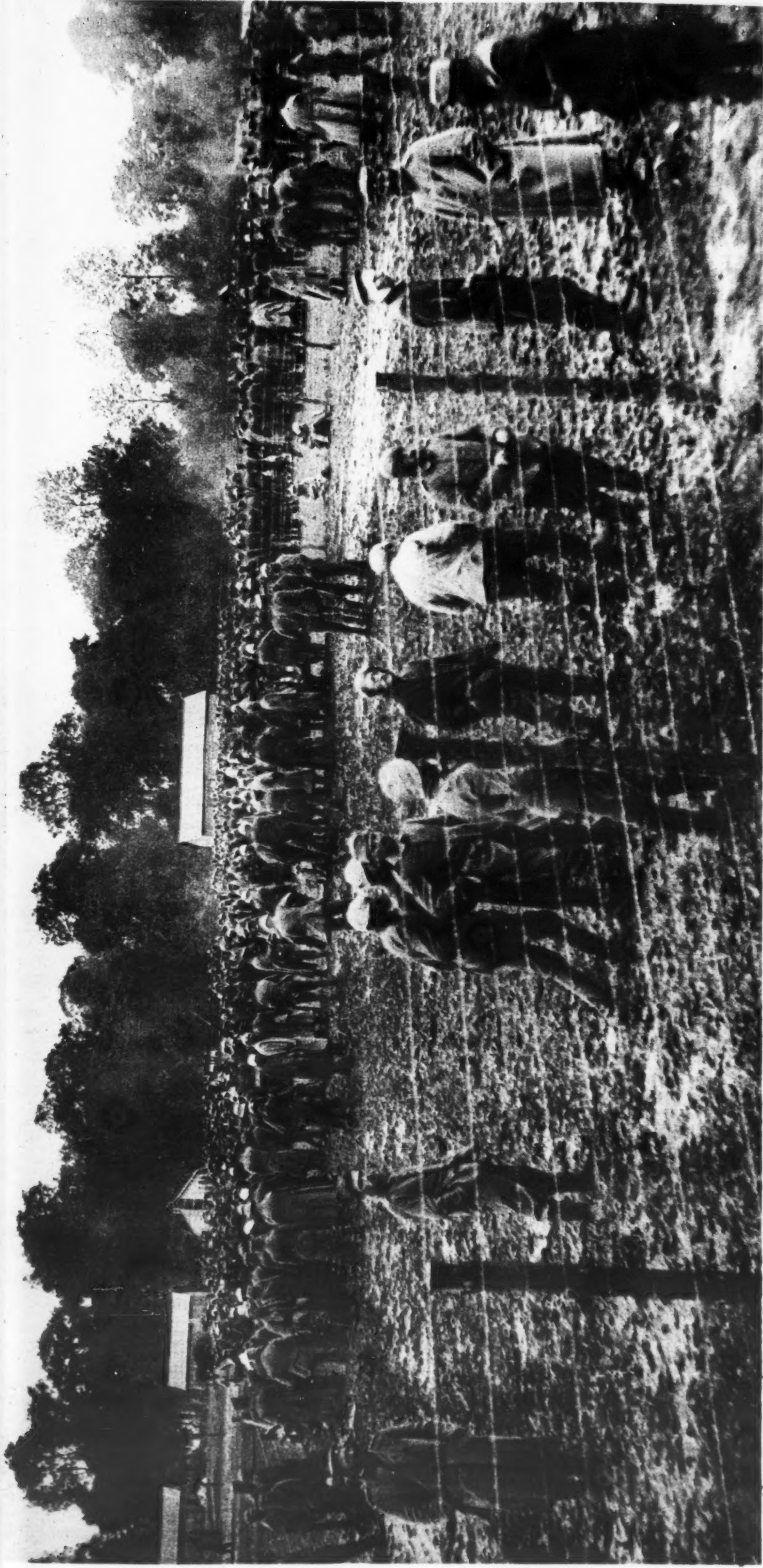
A GREAT THRONG OF GERMAN PRISONERS TEMPORARILY PENNED ON THE FRONT BEFORE BEING SENT TO PRISON CAMPS



A FRENCH BAG OF GERMANS HELD CAPTIVE BEHIND THE LINES BEFORE TRANSPORTATION TO A CAMP IN FRANCE
(© International Film Service.)

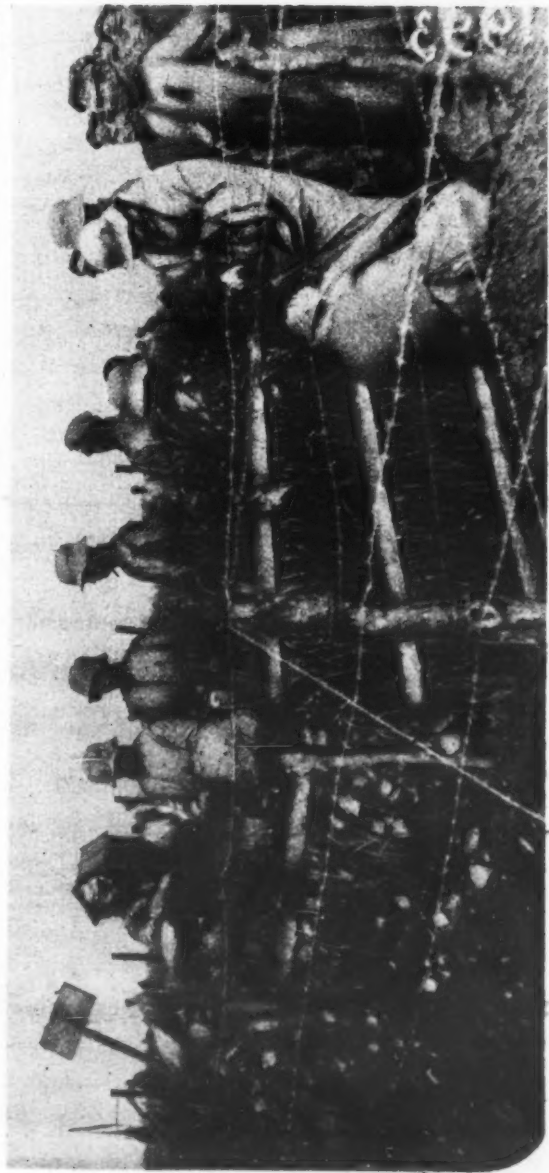
A FRENCH BAG OF GERMANS HELD CAPTIVE BEHIND THE LINES BEFORE TRANSPORTATION TO A CAMP IN FRANCE

(© International Film Service.)



LOOKING FOR THEIR COMRADES: SOUND OR SLIGHTLY WOUNDED TEUTON PRISONERS JUST ARRIVED IN A BRITISH CAMP NEAR THIEPVAL

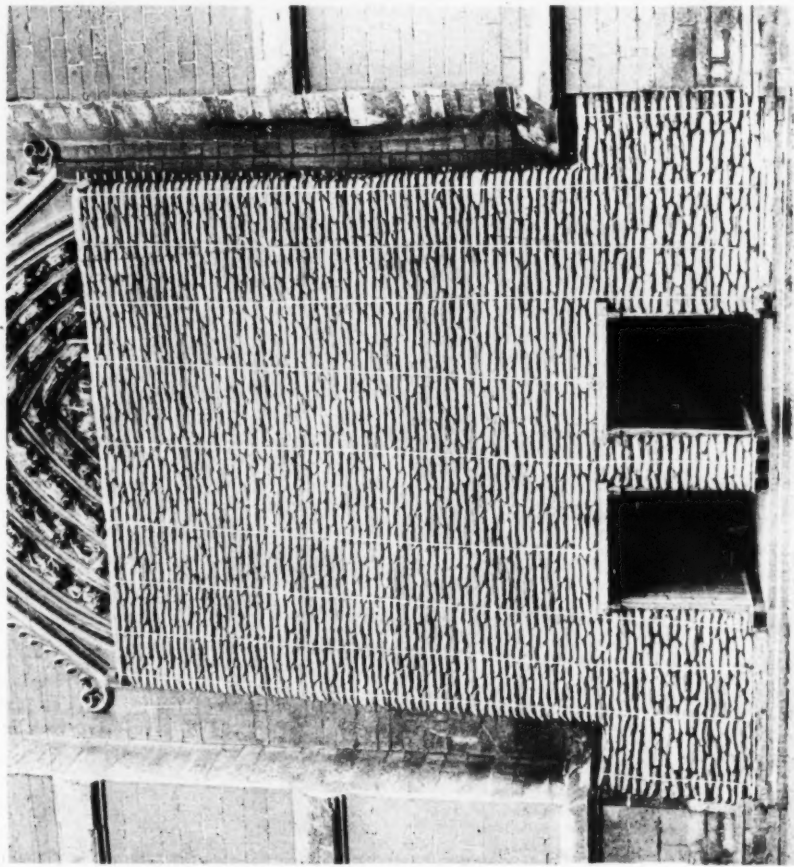
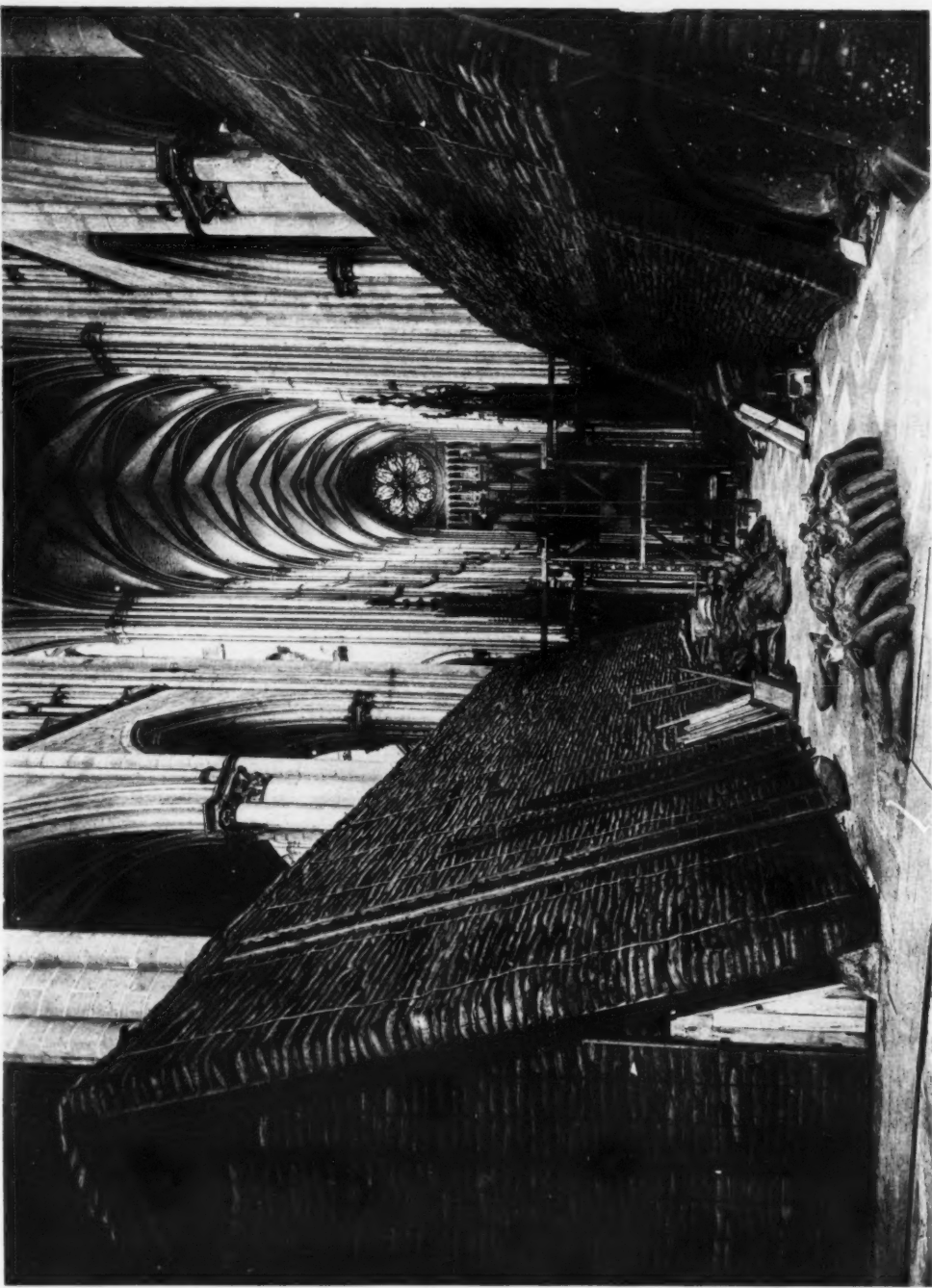
(Photos Paul Thompson.)



SOBER YOUNG PRUSSIAN IN AN OFFICERS' PRISON CAMP

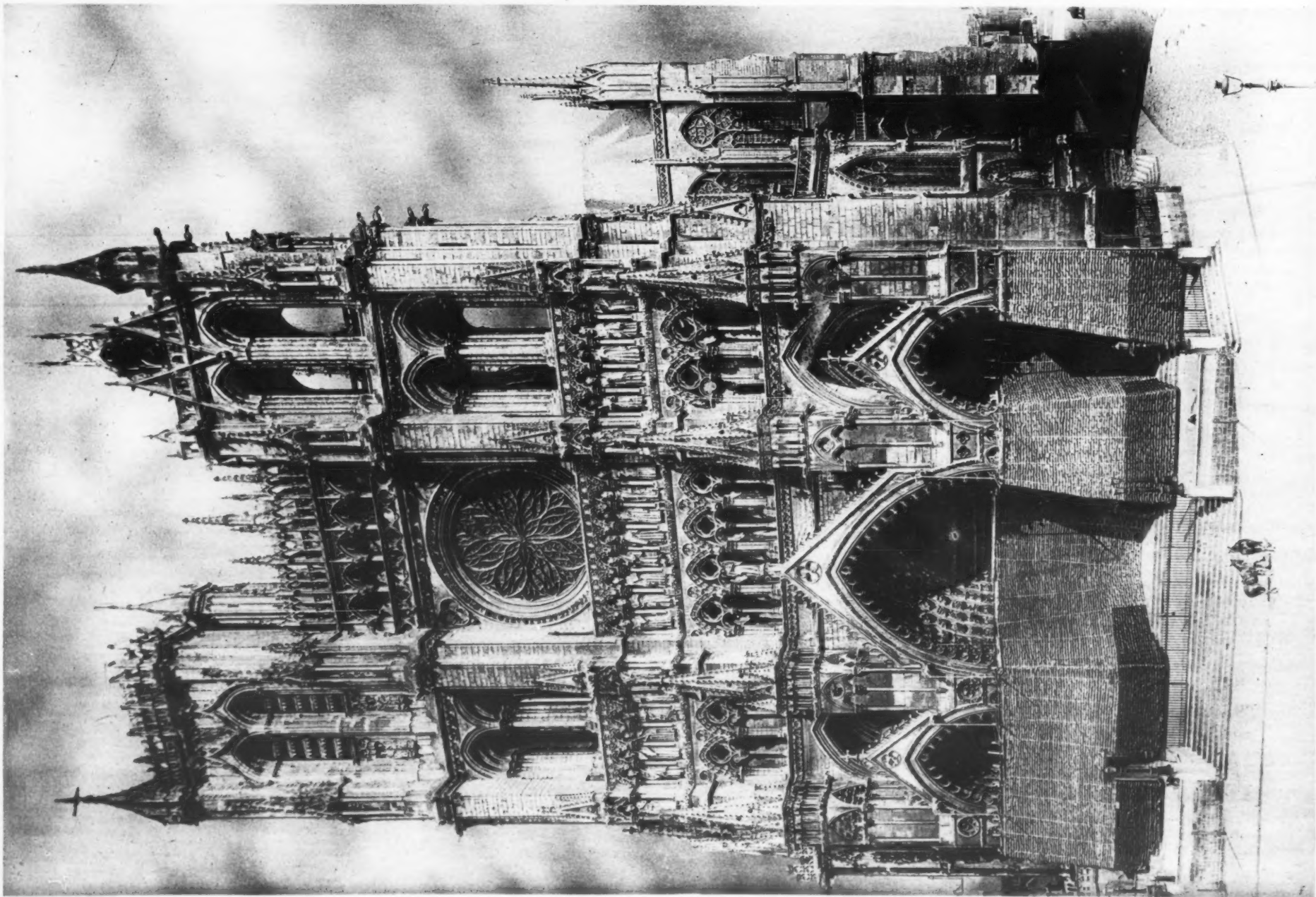


CIVILIANS WATCH PASS A COLUMN OF 1500 TEUTONS TAKEN BY THE FRENCH



With its doors of historic beauty protected against rifle shot and shrapnel splinter, and its pillared and sculptured aisles piled high with sand-bags and scaffolding, thus the Cathedral of Amiens stands behind the battle lines, with the roar of the guns ever reverberating through its fretted towers.

(Paul Thompson and Medem Photo Service.)



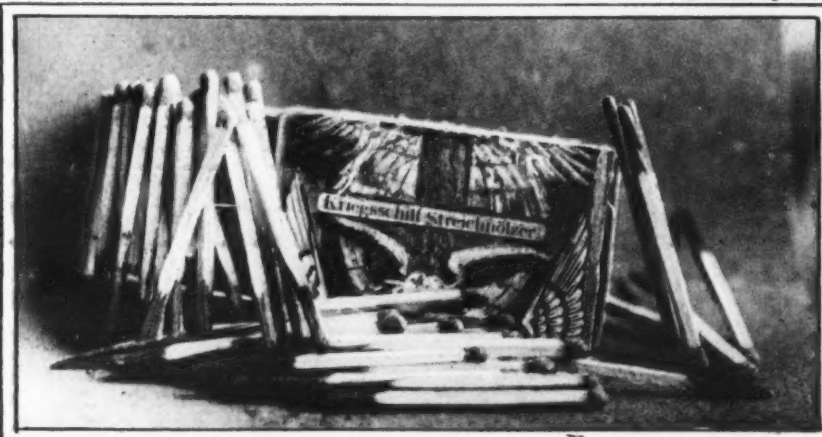
Some Novelties from the War Zones



The first armored railway car ever built for the U. S. Army; just tested at Sandy Hook. The interior of the car is divided into three compartments, the two end ones being those from which the machine guns will be operated, while the centre space will

(Photo by American Press Assn.)

be used as the ammunition room. About twenty men are required to man the car, but in an emergency twelve could keep all of its guns in action. The car weighs about 80,000 pounds, is about 48 feet long, 10 feet wide and is operated on two sets of trucks.

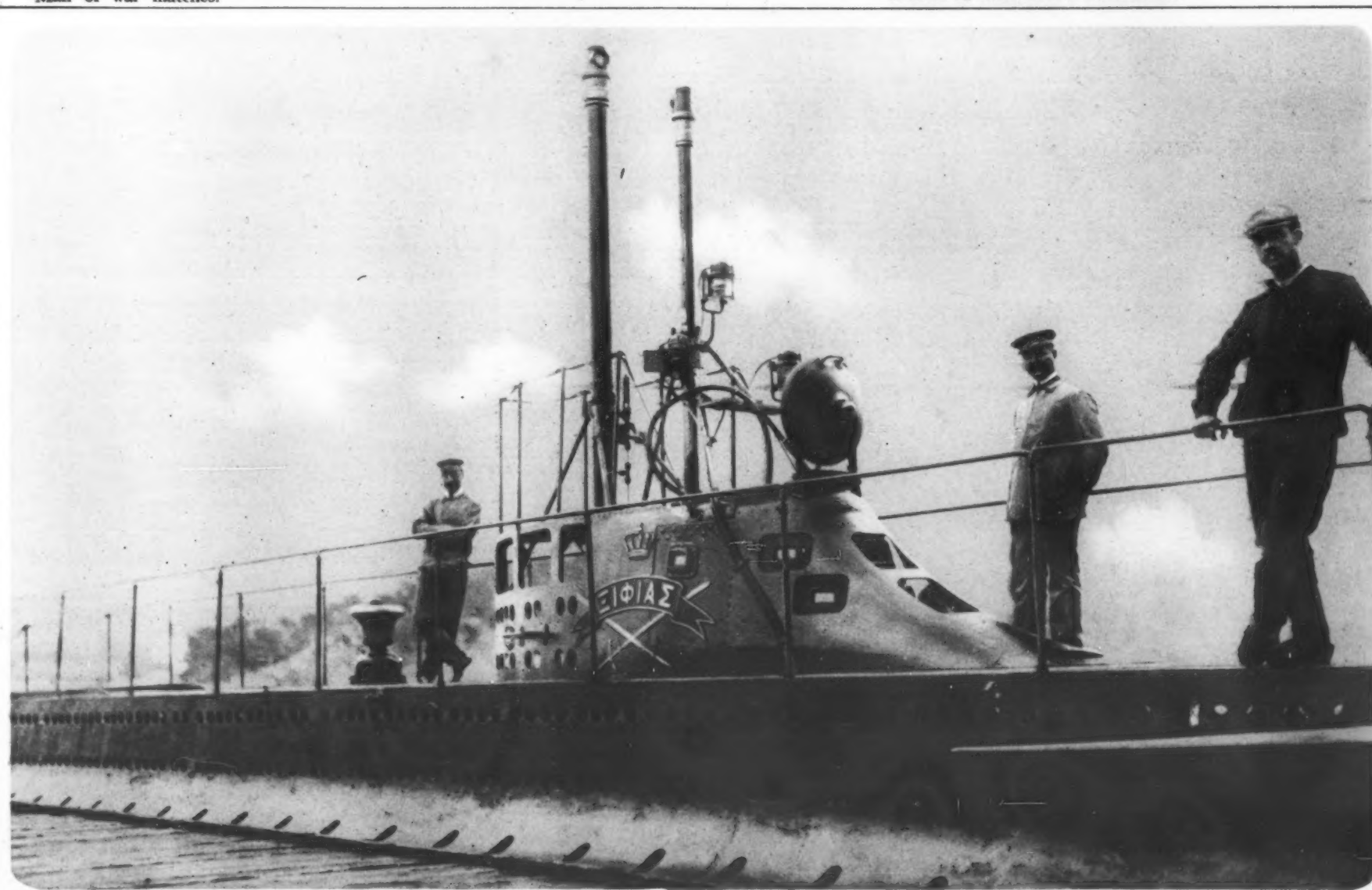


A box of matches found on a German prisoner. It will be seen that the Germans are economizing and using up again once used matches. In the picture it will be noticed that the unburnt ends have been coated. The wording on the box reads "Man of war matches."



A collection of bombs dropped by Zeppelins in the recent raid on England. They all fell in fields and exploded without causing casualties.

(Photos by Underwood & Underwood.)



This shows the freeboard and the unique conning-tower and superstructure of one of the newer submarines of the Greek Navy.

(Central News Photo Service.)

AN INTERLUDE AT EVENTIDE



The place is a small cemetery near the front—just a cluster of graves in the lee of an abandoned farm house; the time is the gray hour before dusk. The soldiers have come to bury a few of their dead, and the straggling villagers stand idly by—old women, mostly, and one little girl; they are not greatly interested in the occurrence, for it is a common happening with them, and, after all, what matters a man or two, more or less?

(Root Newspaper Association.)

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(Root Newspaper Association.)

THE MOST FAMOUS WALL ON THE WESTERN WAR FRONT



◆ This cemetery is on the battle field of the Marne between Maux and Juilly. The wall was used by the French as a breastworks to check the German advance, but it was taken and all the French were killed. The Germans held it a short time but it was finally retaken by the

French, all its German defenders being killed. The Germans are buried in the mound shown at the foot of the wall and the French were buried in the cemetery on the other side. The holes in the wall were cut for loopholes by the French. The reason why the wall is in such

good shape is due to the fact that both forces that held it were advanced posts, and no artillery fire was used. In both cases the wall was taken by a flank movement. Mrs. H. Payne Whitney's American war hospital is situated at Juilly in the famous college there.

AFTER THE BATTLE IS OVER COMES THE



A German gun all but shot to pieces on a battlefield of the Somme; before its removal a British Sergeant is using it as his tea room.
(Photos © A. P. A.; from Medem.)



After an advance the battlefield that has been passed over is carefully cleared up by men of the victorious army; this work is done by the reserves, who collect and remove all the implements of war left behind by either side.

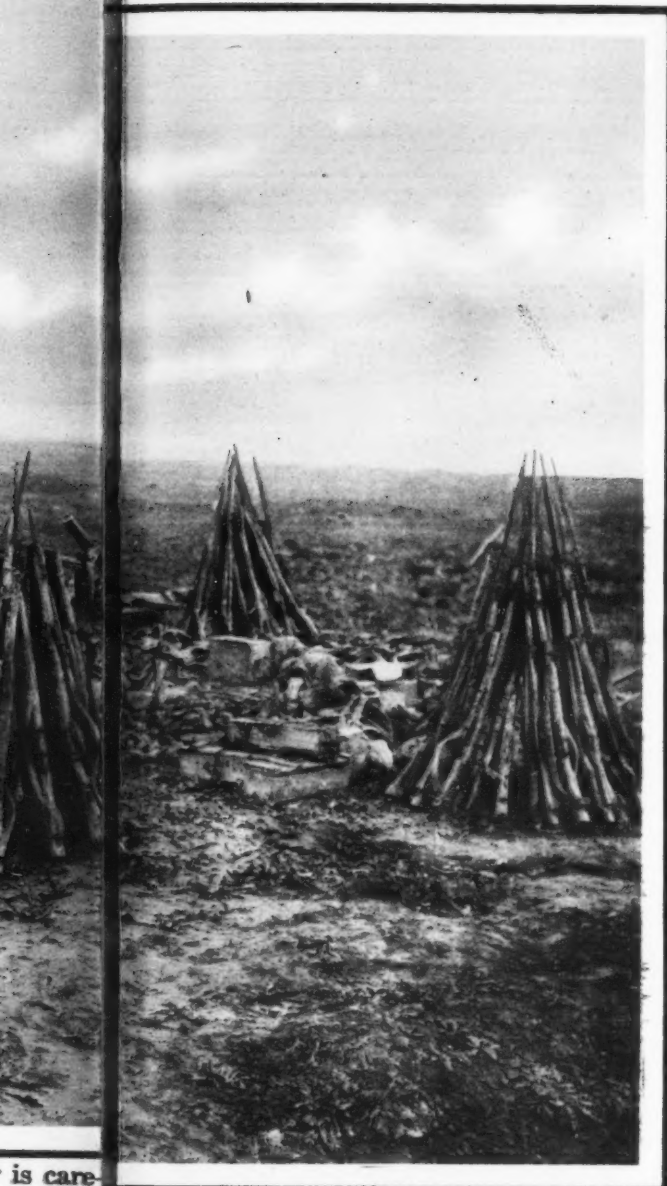


Some large ammunition left by the Germans in their retreat from Morval collected for removal by the British.
(Central News Photo Service.)



In this small area are actually thousands of shells exploded and unexploded, all of which will be removed by the French and either used intact or melted down in the munition works.

THE WORK OF CLEANING UP THE BATTLEFIELD



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Here we see collected guns and other implements from an area occupied by the Germans in Picardy, after its capture by the British.

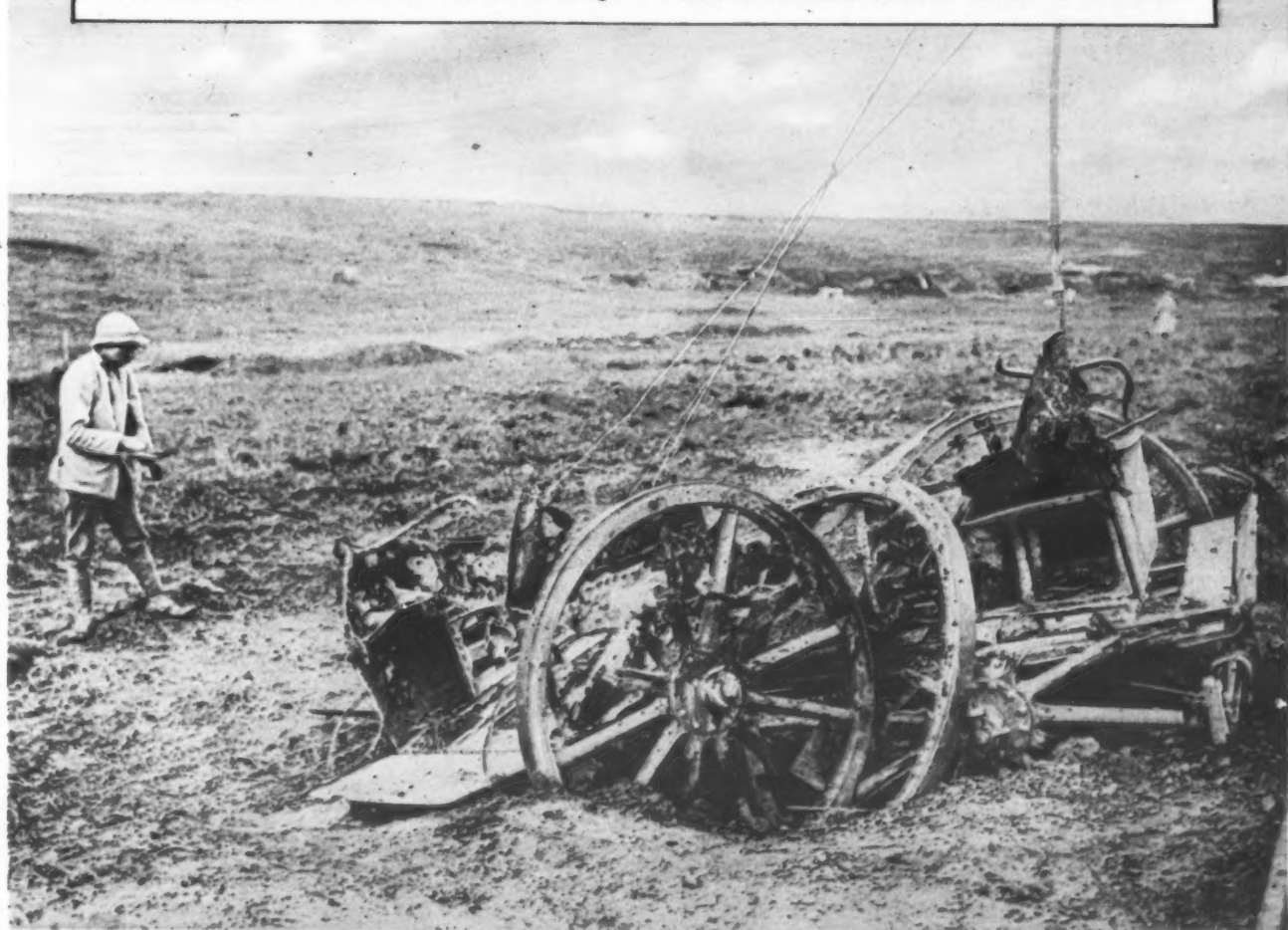


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The spot was occupied by a German munitions depot which was exploded by the Allies' bombardment.

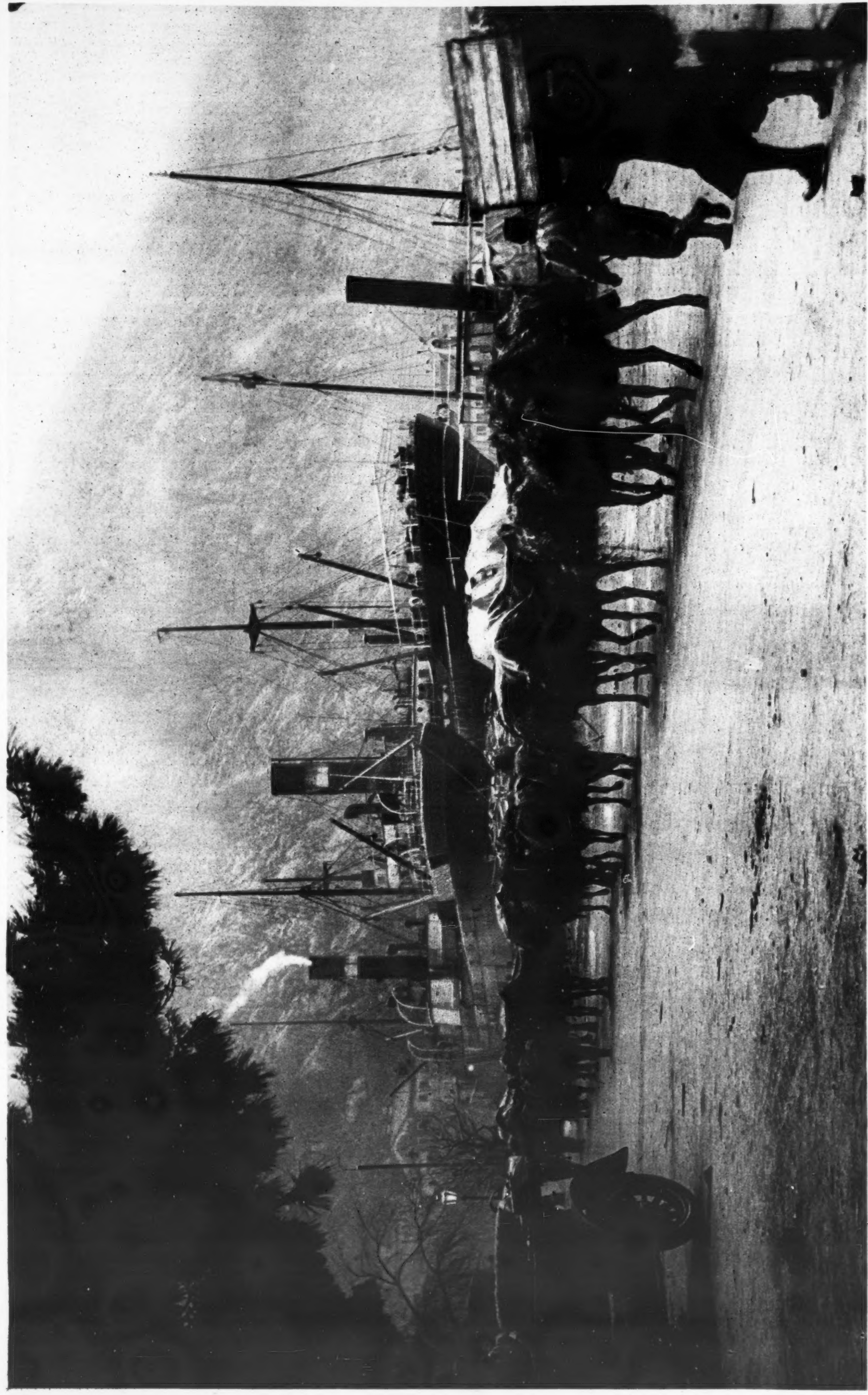


This is the condition of a trench when, after bombardment, it has been cleared of the men who held it, before it has been cleaned up. It was a German trench south of Comblès.



It might seem that such relics as this shattered German ammunition cart were worthless; but in the war countries metal is at a premium and every scrap is saved.

Preparing to Attack the Italians in Albania



◆ A cable from Rome has just told us that the Italian army which has been holding the southern half of Albania in a line running east from the port of Avlona has succeeded in making a junction of its line

◆ with that of the Allies in Macedonia. Here we see the activities of the other side—the preparation of the Central Empires to attack these lines. ◆ from the port of Cattaro to be used in the Albanian campaign against Avlona. In the background is seen the famous Mt. Lovcen.

(Press Illustrating Co.)

NIAGARA AT NIGHT A VISION OF BEAUTY



This remarkable photograph shows the beautiful Niagara Falls as they appear in their new night illumination. The picture was taken from Goat Island, and shows the brink of the American Falls. In the distance is seen a line of lights of the upper steel arch bridge, also a position of Prospect Park. To the extreme right of the photo is the City

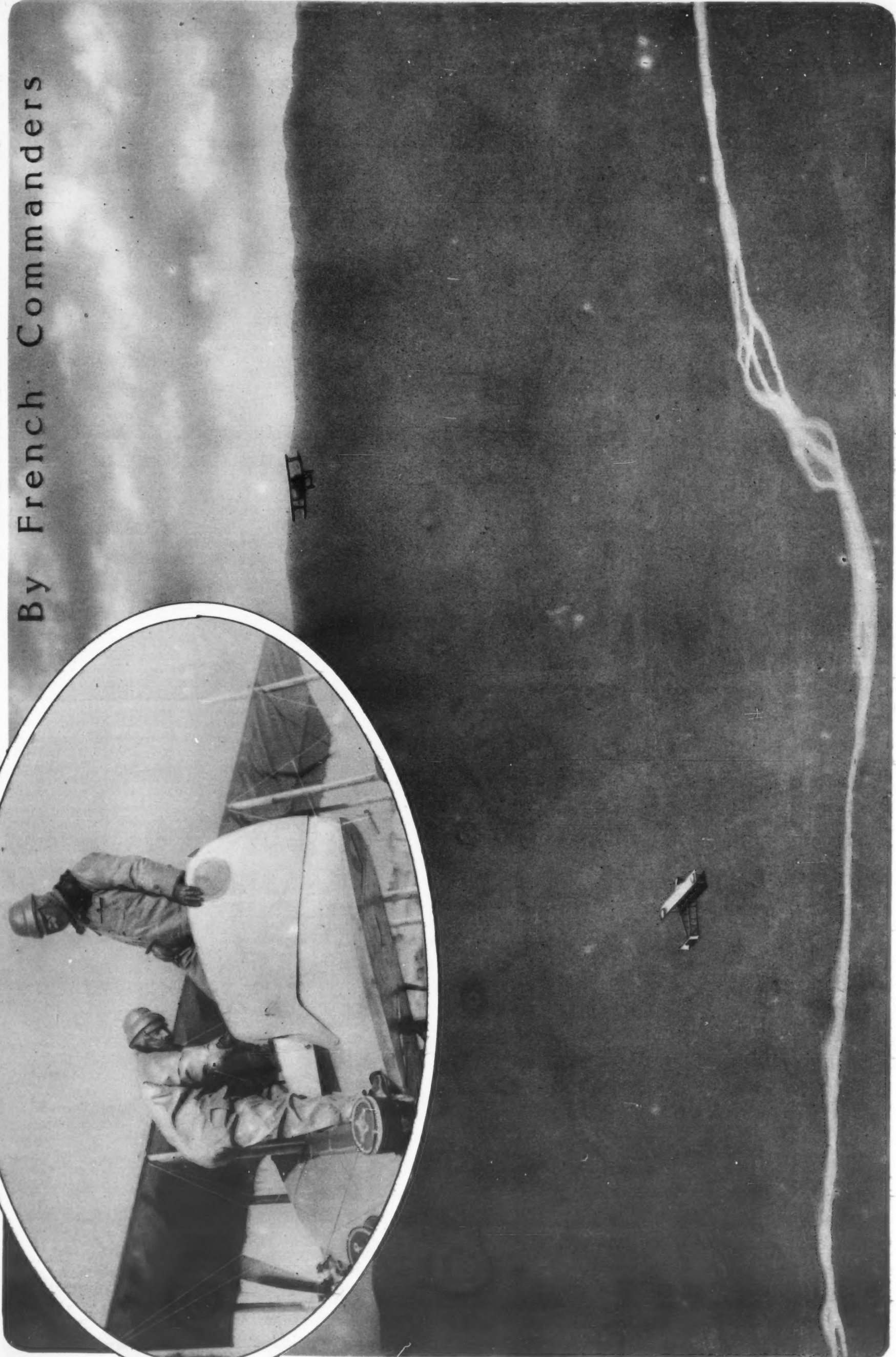
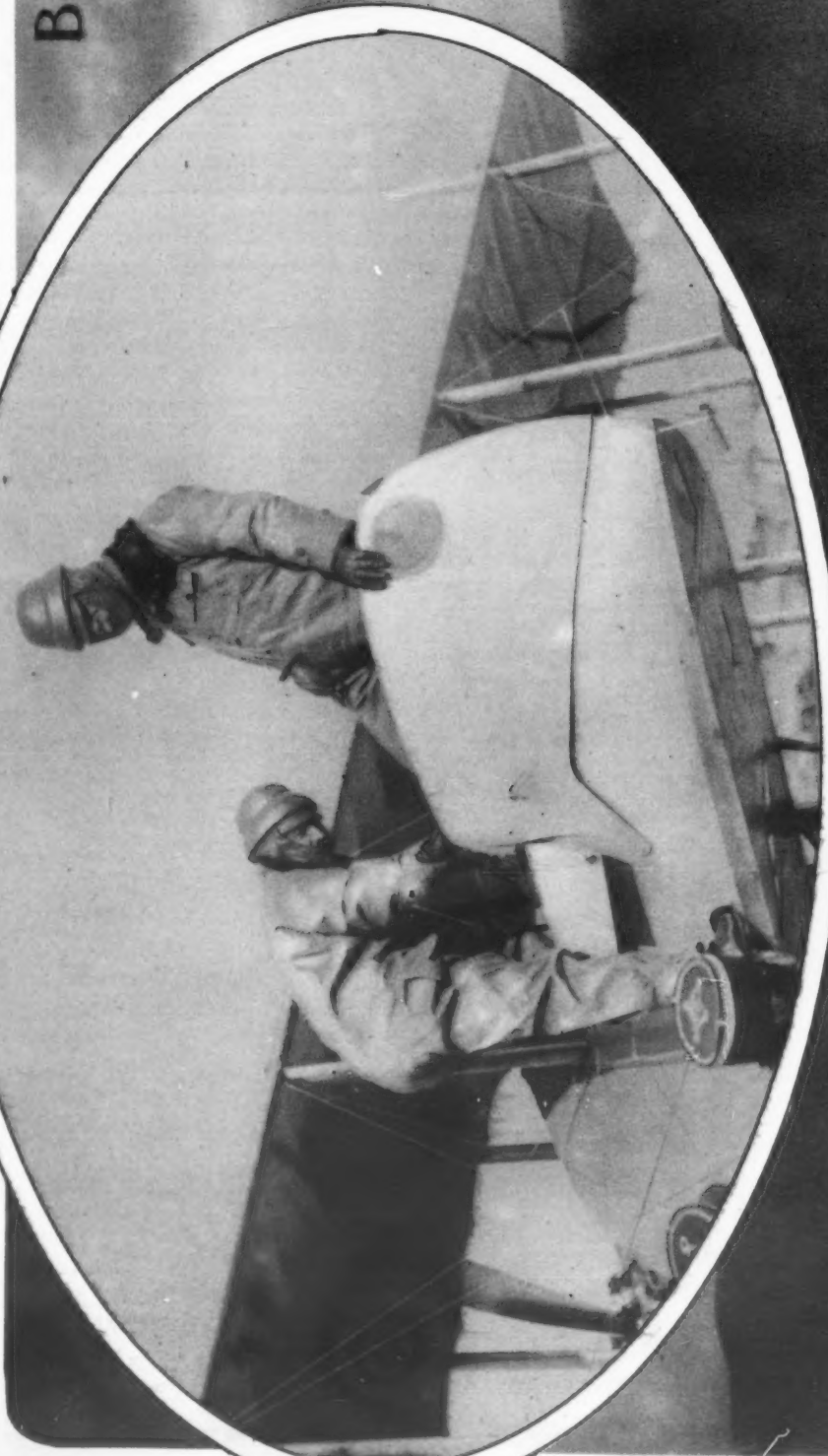
of Niagara Falls. The illumination, furnished by the City of Niagara, illustrates the tremendous force of electricity generated by the Falls. It is said that there is more electric power supplied by the Falls than all the other electric generating plants in the country combined. In taking the picture there was a total exposure of four minutes, one minute

(By Underwood & Underwood.)

before the lights were switched on and three minutes after. The picture is considered a remarkable photographic achievement. About fifty feet behind the position of the camera is a bank of thirty arc lights, and to the right of the picture, directly at the foot of the Falls, there are two banks of light with about fifteen arcs in each bank.

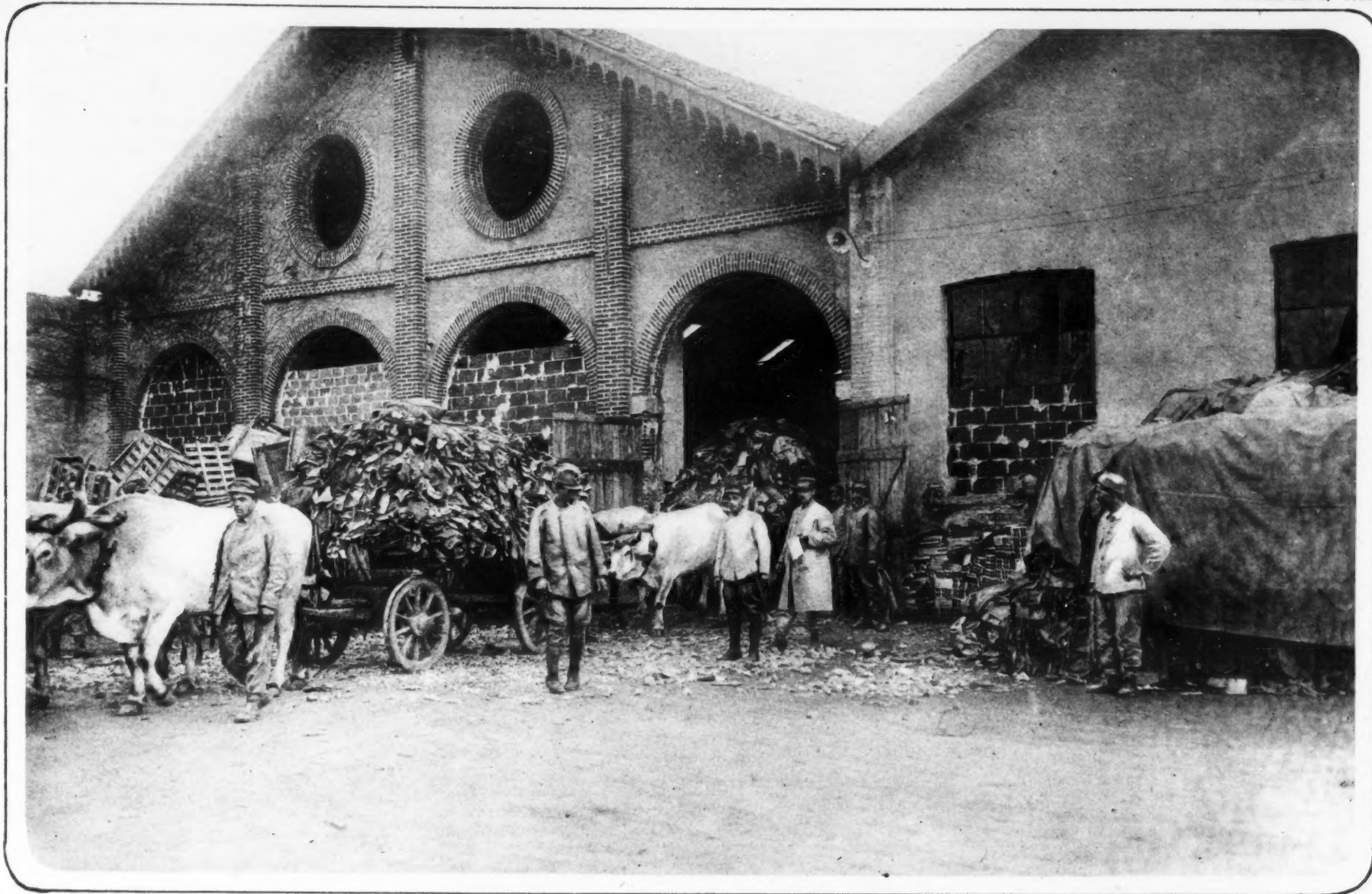
An Air Trip of Inspection

By French Commanders



These interesting photographs show General Sarrail, the French commander in charge of the Saloniki front, and his chief subordinate commander, General Cordonnier, inspecting the Macedonian war front, and his chief subordinate commander, General Cordonnier, inspecting the Macedonian war front in an aeroplane just before the initiative of an offensive movement by the Allies. In the oval the two Generals are mounting the car of their aeroplane, the figure at the right being General Sarrail. The river seen in the larger picture is the Vardar.

(Root Newspaper Association.)



HAVING BEEN THOROUGHLY CLEANED AND DISINFECTED THE SOLDIERS' CLOTHING IS HERE SEEN BEING TRANSPORTED TO A DEPOT WHERE IT IS PACKED FOR ITS FINAL TRIP TO THE FRONT.

(Continued from Page 3.)

Nearly every week at the repair shops of the Quadrilateral or those on the line Vicenza-Venice arrive tons of clothing and shoes to be repaired. All are instantly distributed among the cleansing stations, and then among the sorting stations, whence they go to the repair

shops, where thousands of eager, skillful hands are waiting to make them over.

There is no wastage. The best parts of condemned uniforms and of condemned shoes are carefully cut away, to be used in repairing others, for nothing is old, however worn. Even the rags of cloth and scraps of leather that re-

main have their uses, the former to be recarded and mixed with hemp for the powder bags of the great guns and the latter to be boiled and made into bullet-proof sheets by hydraulic pressure.

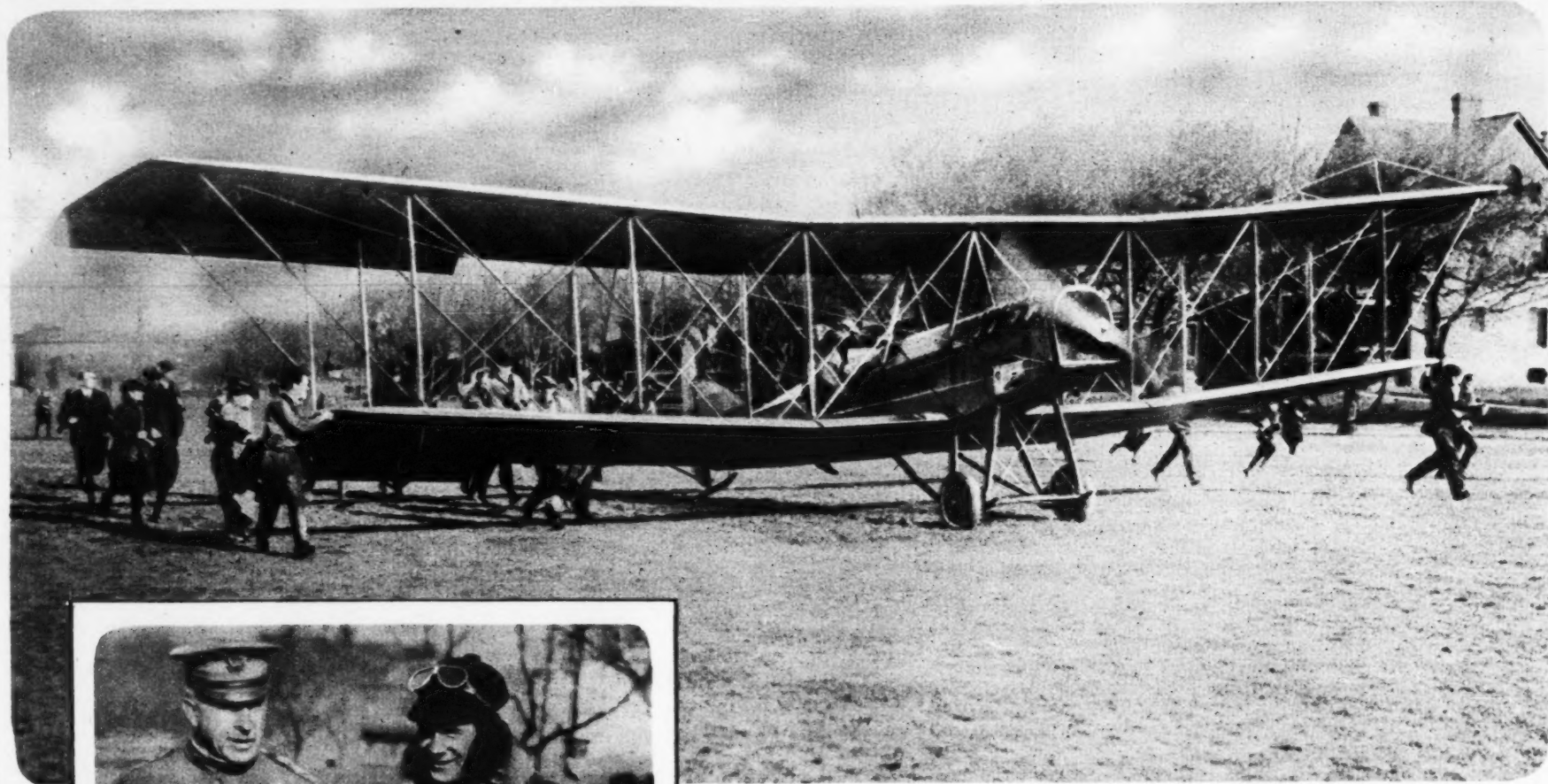
Officers and men wear the same service uniform of the same cloth; shoes, blankets, and other equipment are also common to all. Thus, a soldier may

some day wear a part of the uniform or literally stand in the shoes of his Captain and never know it. But this possibility is only one of the many democratic phases of the Italian Army of today, the consciousness of which seems to bind officers and men together in a way that no mere rules of discipline could achieve.



REPAIRING AND REFITTING FOOD CARRIERS AND SOUP CANS SO THAT THEY MAY BE KEPT IN USE AT THE FRONT INSTEAD OF BEING DISCARDED.

VICTOR CARLSTROM'S RECORD-BREAKING FLIGHT



These photographs show the finish of Victor Carlstrom's record-breaking flight from Chicago when he landed at Governor's Island in New York Harbor last Friday at 8:55 A. M., after driving the powerful 200-horsepower military biplane, "The New York Times," at a rate of 134 miles an hour on the last lap of the trip from Hammondsport, N. Y., to his landing place. Carlstrom's flight started from Chicago at a few minutes past seven o'clock Thursday morning, but came to a halt at Erie, Penn., shortly after eleven o'clock because of a leakage of gasoline through a nut that had worked loose. The trip from Chicago to Erie constituted a new long-distance non-stop flight for America, traversed in four hours and seventeen and a half minutes. After the flight was resumed the aviator descended at Hammondsport, where the night was passed. The trip from Hammondsport on Friday broke another record—the American speed record for a distance flight.



The upper picture shows Carlstrom at the moment of landing at Governor's Island; the lower shows the aviator in the air approaching the landing-place; in the panel are Major-General Leonard Wood (left), who officially received the aviator, and Carlstrom (right), just after he landed.

(Photo © by Underwood & Underwood.)